









# Three Major Canadian Problems

Tariff, agriculture and railway situation discussed by E. W. Beatty, K.C., LL.D., Chairman and President, Canadian Pacific Railway—Urges unified effort to solve questions threatening integrity of State.

A tariff structure based solely on the needs of the country; a deeper appreciation of a wider and more active application of agricultural problem; and the unification of Canadian railroads for the purpose of operating them on the only means of overcoming the present disastrous debt structure created through public ownership, were the three major themes emphasized by E. W. Beatty, K.C., LL.D., Chairman and President, Canadian Pacific Railway, during the course of a formal out-land country's problems in the House of Commons.

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Pointing out that the Canadian people pay for the railway service which they receive, and all the costs of Government, Mr. Beatty emphasized that the railway problem was in reality the problem of every individual citizen. The cost to the public in the form of charges for freight and passenger service in Canada was as low as in any major country in the world. Undoubtedly the full advantage of these low rates was not returned because taxes paid or to be paid, to meet the annual deficits of the Canadian National Railways must be added to the actual freight charges. The real cost of transportation in Canada was not as cheap as it seemed to be, or as it should be. Two current suggestions for improvement in operating efficiency were, first, the adoption of modern scientific equipment, and secondly, a drastic reduction in wages. Owing to the large investment in scientific equipment, and the difficulty of finding capital to finance new equipment, he indicated that progress along the lines of the first suggestion would of necessity be slow.

Mr. Beatty argued strongly against reduced wages, and pointed out that railway employees were not as well as other workers. He felt that railway wages were not as high as other wages were out of line with the returns to the farmers for their labor, but emphasized his belief that the remedy lay in the hands of the Government. Another suggested solution was the proposal to increase freight rates. The freight rate trend was downward and Mr. Beatty pointed out that to increase rates greatly would be to increase in large part everything possible was done to eliminate waste. The argument that there was no waste in transportation and all that the country needed to do was to raise the rates of payment was not, Mr. Beatty considered, a realistic one. Reduction of business to the high levels of 1925-1929 would not come as a gift of heaven, or overnight, but only as a result of national industry and effort.

Mr. Beatty replied to arguments that under his unification proposal the Canadian Pacific Railway would be left to the Government. "Unified management" will do nothing of the kind. The physical assets of the Canadian National Railway will remain the property of its owners. Similarly the liabilities of the Canadian National must remain the responsibility of the Government and the liabilities of the Canadian Pacific must remain that of its owners. However, if the assets of both companies are administered by a unified management and will be put to the waste of competition and the owners of the Canadian National will receive more money with which to meet their obligations.

The fact that only 2½% of the excessive debt of the Canadian National Railways was due to the errors of private capitalists, or any arguments dealing with errors either private or Governmental would not help the situation of today. Interest charges on the Canadian National debt which in 1931 were \$28,000,000, last year were \$21,000,000. No man capable of facing facts believed that the country could carry the burden indefinitely.

"We, the people of Canada, own directly or indirectly, as private capitalists, over \$2,700,000,000, on account of the Canadian National Railways system. We are going to pay this because we promised to. Are you going to allow your judgment to be warped by complex arguments about doing justice to public ownership? Or are you going to agree with me to leave the ownership of the Canadian National Railways in the hands of the public—since they could not possibly get rid of it—and devote our entire energy to finding a method of making the burden of the ownership as light as possible to the people of Canada."

"Taking it as business men you will not wish to gamble with a burden of railway deficits which already threatens the financial stability of the nation when a reasonable alternative is available. I have suggested what seems to me to be the only adequate course—the unified management of the two major railway systems. The amount which can be saved annually—now, not in

some bright day to come—was calculated by officers of the Canadian Pacific Railway, and their figures tallied closely with those given in the Royal Commission by the late Sir Henry Thornton. Mr. Beatty estimated that the weather of the Canadian National Railways. Mr. Beatty estimated that based on the traffic conditions of 1933, an average traffic year, and on that basis I put the figure at \$175,000,000. Sir Henry Thornton who opposed my plan, gave his estimate as \$200,000,000 and Mr. Fairweather suggested \$250,000,000 for a year of normal traffic in justice to Mr. Fairweather. I must state that he has since said that he told the Commission that his estimate could not be realized. I believed then and believe now that mine can be."

Mr. Beatty said his proposal had met with much criticism, that no group of men could properly administer the unified system that he was now setting up a great monopoly. He said that he was not that he proposed to throw those men out of work. Mr. Beatty disposed of these criticisms by pointing to the efficiency and loyalty of the employees of both railways; to the superior way both railways had been able to control railway labor, solemnly pledged himself to do everything he could with his power to prevent such a development. Savings in this respect would be made, he said, wisely, and considerably, without hardship to those dependent on railway employment.

He said: "It is indeed my hope and belief that the method which I suggest will operate to prevent an even more disastrous period of low wages and unemployment than that through which we are passing. Surely the labor leaders of this country are the intelligent men that have always found them to be, and will tell their constituents that the country's wealth on useless services on the railways. I venture the probability that as events develop the increased thought being directed to the subject produces its effect—railway employees generally, particularly the recognized representatives of organized labor, which forms such a considerable part of railway staffs, will only recognize the inevitability of, but will come to urge rather than to oppose such measures as I have suggested as their own best interest."

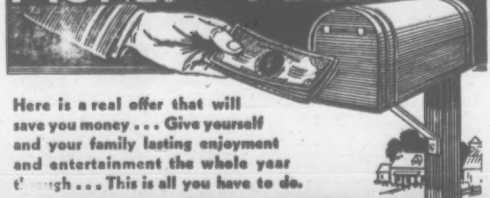
Stressing that the report of the recent Royal Commission on that some of the Commission would have preferred a plan which would take the Government of Canada out of the railway business; and that the Canadian Pacific was not a bankrupt undertaking, but on the verge of a thorough reorganization, Mr. Beatty went on to say:

"What I have suggested, I suggest today, is that we should divide the net earnings of the unified properties to give each group of owners the proportion of the net earnings which would have resulted if each had operated its own railway, together with a fair share of the savings resulting from unification. There is no misunderstanding in this regard. Many have confused the two principles after unification with the savings from unification. The sharing power of the two separate systems is a matter of course. The increased efficiency of the combined properties, however, must be shared after that matter. My plan contemplates the division of such increased earnings on a fair basis. This is a matter which can only be settled by negotiations between the interested parties by the shareholders of the Canadian Pacific would have a least one-half of the net gain resulting from unification. There is no misunderstanding in this regard. Those who have said the Canadian Pacific would claim 'its' share have either misunderstood my proposal or purposely misrepresented it."

In conclusion, Mr. Beatty said that the unification of the two railways had been adopted 20 years ago, even 15 years ago, the national debt of the country was hundreds of millions of dollars less than it was today. "You young children will say 'A'—you in fact of piling it up?"

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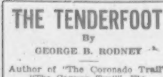
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recovery. A moment later he sat and rubbed a hand across his face, then his eyes fell on Stone and his face darkened under its blond grimace.

"I owe you one for this," growled, struggling to his feet.

"That's all right," said Stone lightly. "I'm glad to do it. I saw that you wanted to show off before Ed, so I helped you. But if I were you before you try it again, I'd take

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**BAKING**

W712

amusement. He suggested the ski might be found useful in Alpine climbing, and even ventured a prophecy that "ski-running might become a popular sport in Switzerland."

More than 1,600 Gliden Bibles were stolen from hotel bedrooms during 1934—a form of theft the Glidens doubtless expect and count on to do some good.

Electrical engineers have perfected equipment which will make possible a two-way radio conversation between a person in a moving automobile and a person on the other side of the earth.

A plan is being considered by U.S. war department to tattoo American soldier as a means of identifying dead and wounded.

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## Interesting Local Items

At fire drill at the school last week the building was cleared in 27 seconds.

Mrs. H. Elder of Taler, is visiting her grand parents Mr. and Mrs. P. Lavelle.

Miss Johnson returned home at week end and is now with her parents Mr. and Mrs. K. Johnson.

A big change in the weather came last Sun. evening. Conditions changing from spring to winter in a few hours. Considerable snow fell Monday and roads are again in bad condition.

March came in like a lamb at Friday, but the lamb was not so tame as he looks. It was very long. They may be together all right but the lamb isn't been since.

Mrs. Hicks received word yesterday morning that her father, Mrs. C. Gardiner-Smith (nee Evelyn) of Vancouver, was going to the hospital the following day to undergo an operation for acute appendicitis. Mrs. Hicks left on Tuesday evening for Vancouver.

There was a splendid turnout at the Parish Hall last Monday evening for the first red cross week under the auspices of the society, until after the Lenten season. The tables were well equipped for the card parties which opened the program. For bridge the winners were Miss K. Walters and Geo. Evans. Consolations Mr. & Nelson and Mr. & Appart. Mrs. A. Rose won the ladies prize in whist and Mrs. C. Johnson the gentlemen, while consolation went to Mrs. Johnson and Mrs. Baker. Refreshments were served after which there was a joyous dance. The event was a great success.

Mrs. Tomlin's babies who was undergoing treatment in the hospital last week was sufficiently recovered to return home at the week-end.

## Synopsis of Bylaw No. 179, of the Town of Redcliff

to be voted on by the Proprietary electors of the said Town on the 25th day of March A. D. 1935.

A BY-LAW has been introduced by the council of the Town of Redcliff pursuant to Section 65 of the Town and Village Act.

The By-Law provides for the payment to the Mayor and councillors attending council meetings, of two dollars for each meeting so attended, and for payment to the Mayor of a sum of not more than three dollars per day for each day spent by him in the laying out and inspection of works undertaken by the Town.

The provisions of the By-Law will come into effect after it is approved by the Proprietary Electors and is finally passed.

NOTICE  
TOWN OF REDCLIFF, of the Province of Alberta, Returning Officer do hereby certify, That the foregoing is a true synopsis of a proposed By-Law which has been introduced and which will be finally passed by the Council of the Town of Redcliff within four weeks after it has been approved by a majority of the proprietary electors voting thereon.

The vote of the said proprietary electors shall be taken on the by-law on Friday the 25th day of March A. D. 1935 commencing at the hour of 10 o'clock in the forenoon and continuing until the hour of seven o'clock in the afternoon at the Town Hall in the Town of Redcliff.

Dated at the Town of Redcliff in the Province of Alberta this 1st day of March A. D. 1935.

Frank Bird  
Returning Officer

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Shoulder of Lamb, per lb.	- 7c
Stewing Lamb 3 lbs. for	- 18c
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